

**Top Secret**



DIRECTORATE OF  
INTELLIGENCE

## *Imagery Analysis Service Notes*

10 October 1969

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This publication highlights significant or timely intelligence items derived from photography.

The interpretations in this publication represent preliminary views which are subject to modification in the light of further information and more complete analysis.

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CENTRAL INTELLIGENCE AGENCY  
Directorate of Intelligence  
Imagery Analysis Service

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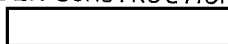
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FIGURE 1. LOCATION OF AIRFIELD UNDER CONSTRUCTION IN NORTH VIETNAMESE PANHANDLE,



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NORTH VIETNAM/LAOS

Airfield Construction in the North Vietnamese Panhandle

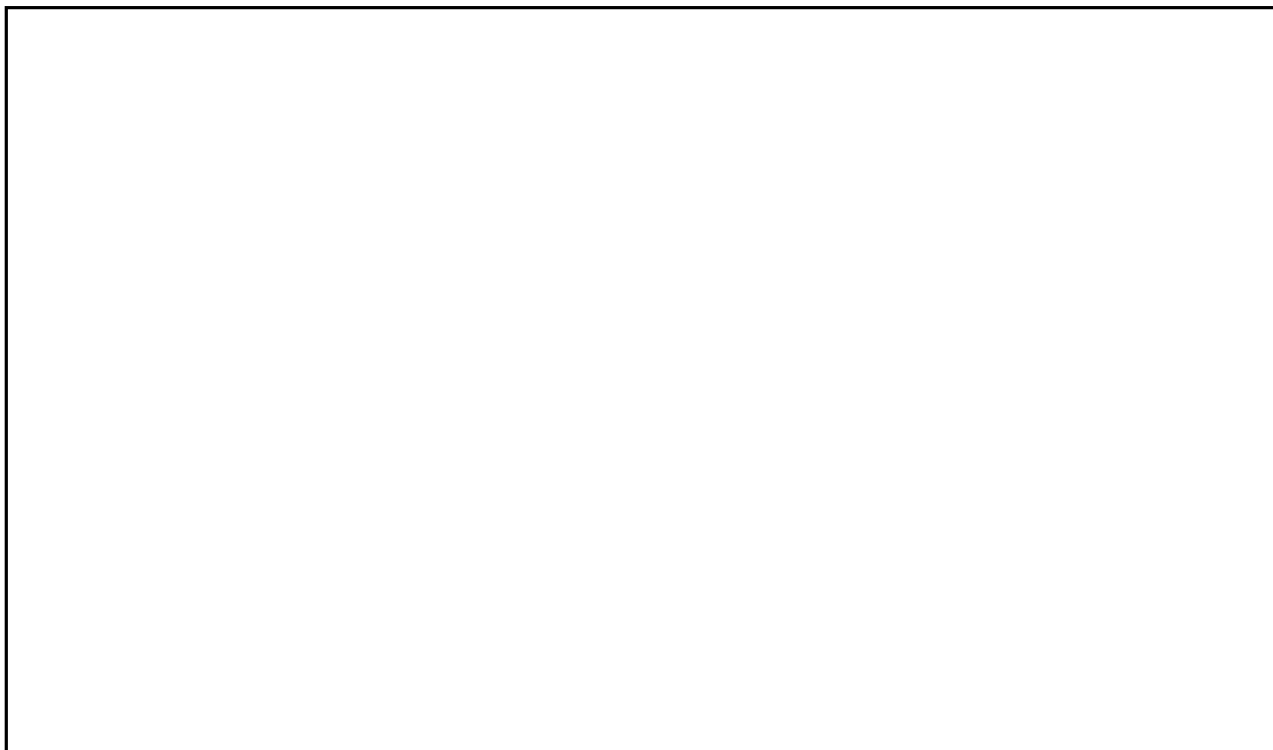
25X1D The airfield under construction in the panhandle of North Vietnam, near the contested areas in north-central Laos, could be operational by the end of the year. On the basis of the progress and pace of construction as seen on photography in [ ] it appears that it will be able to support limited operations by the beginning of [ ] (See Figure 1.) 25X1D

25X1D Construction of the airfield probably began sometime in the middle of [ ] When it was first seen on [ ] photography, work was in progress on a 6,000- by 115-foot runway. Crushed rock for the runway was being taken from karst hills just south of the airfield. Construction equipment observed included bulldozers, tractors, earth scrapers, and earth rollers. On coverage of [ ] a 600-foot runway extension was being built across Route 7. There was no work under way on taxiways or dispersal areas and there were no preparations for surfacing the runway with concrete or asphalt. 25X1D

25X1D With a crushed rock surface, the runway could be put into limited use by [ ] (The North Vietnamese recently constructed another airfield with only a crushed rock runway.) Surfacing the runway with pierced steel planking would require an additional month, and paving it with concrete or asphalt would take at least six to nine months longer.

The airfield is near the village of Quan Lang, about 40 nm northwest of Vinh Airfield and about 60 nm southeast of the point where Route 7 enters Laos. It is within 100 nm of the Laotian towns of Xieng Khouang and Ban Ban and less than 120 nm from the center of the Plaine des Jarres.

(SECRET/No Foreign Dissem)



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FIGURE 3. 23-MM QUAD SELF-PROPELLED  
ANTIAIRCRAFT GUN ZSU-23-4, NOVEMBER  
1965 MOSCOW PARADE.

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USSR

Standard Designs for Petroleum Refinery Units

The trend in petroleum refinery construction in the Soviet Union since the early 1960s has been to update and expand existing plants by adding processing units of standard designs rather than to build new facilities. To date, 25 of the 40 major petroleum refineries across the Soviet Union have been examined on photography. At least 20 of these contain one or more standardized processing units. By contrast, US refineries are usually custom-designed to process a particular crude oil and to meet regional demands for products.

IAS analysis of available photography shows that the construction of standardized processing units was most common in the USSR between  but that many such units are still being built. There has been some increase in primary refining capacity with the addition of standardized units, but the emphasis has been on the construction of standardized secondary processing units used to upgrade motor fuels and to produce feedstocks for the petrochemical industry.

The Soviets' use of some standard units throughout the refining industry will aid identification of the function of the petroleum processing units. This may help in determining the refining capacity and level of Soviet refining technology and in identifying the types of end products.

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